

Commercial.

CLOSING QUOTATIONS.

London and Shanghai Bank—150 per cent. premium, sales.	
Union Insurance Society of Canton—\$874 per share, buyers.	
China Trade Insurance Company—\$23 per share, buyers.	
North China Insurance—Tls. 285 per share, buyers.	
Shanghai Insurance Company, Limited—\$74 per share, buyers.	
Maritime Insurance Association—Tls. 100 per share, buyers.	
Chinese Insurance Company—\$185 per share, buyers.	
On the Insurance Company, Limited—Tls. 150 per share, buyers.	
Hongkong Fire Insurance Company—\$340 per share, buyers.	
China Marine Insurance Company—\$76 per share, buyers.	
Hongkong and Whampoa Dock Company, 35 per cent. premium, buyers.	
Hongkong and Whampoa Steamboat Co.—\$208 per share, buyers.	
China and Whampoa Steam Ship Company—62 per share, buyers.	
Whampoa Gas Company—\$135 per share, buyers.	
Hongkong Hotel Company—\$175 per share, buyers.	
China Steam Navigation Company, Limited—12 per cent. div. sellers.	
Whampoa Steamship Company—\$54 per share, buyers.	
Shanghai Steamship Company, Limited—\$171 per share, buyers.	
Whampoa Sugar Refining Company, Limited—\$46 per share, buyers.	
Hongkong Tea Company—\$75 per share, buyers.	
Hongkong and China Bakery Company, Limited, 8 per share.	
A. S. Watson & Co., Limited—90 per cent. premium, div. buyers.	
Chinese Imperial Loan of 1884 A—2 per cent. premium.	
Chinese Imperial Loan of 1884 B—8 per cent. premium.	
Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.	
Chinese Imperial Loan of 1884 E—12 per cent. premium.	
Hongkong Paper Manufacturing Company, Limited—\$63 per share, buyers.	
Perak Tin Mining and Smelting Company—\$2 per share, buyers.	
Thamson and Sunghie Dui Samantan Mining Co.—\$11 per share, buyers.	
Hongkong and Whampoa Wharf and Godown Company—59 per cent. premium, sales and sellers.	
Tongkoo Coal Mining Co.—50 per cent. premium, sellers.	
The Hongkong High-Level Tramway Co., Limited—155 per cent. premium, buyers.	

EXCHANGE.

London—Bank, T. 2.	3/0
Bank Bill, on demand	3/0
Bank Bill, at 30 days' sight	3/0
Bank Bill, at 60 days' sight	3/0
Bank Bill, at 90 days' sight	3/0
Bank Bill, at 12 months' sight	3/0
Bank Bill, at 18 months' sight	3/0
Bank Bill, at 24 months' sight	3/0
Bank Bill, at 30 months' sight	3/0
Bank Bill, at 36 months' sight	3/0
Bank Bill, at 42 months' sight	3/0
Bank Bill, at 48 months' sight	3/0
Bank Bill, at 54 months' sight	3/0
Bank Bill, at 60 months' sight	3/0
Bank Bill, at 66 months' sight	3/0
Bank Bill, at 72 months' sight	3/0
Bank Bill, at 78 months' sight	3/0
Bank Bill, at 84 months' sight	3/0
Bank Bill, at 90 months' sight	3/0
Bank Bill, at 96 months' sight	3/0
Bank Bill, at 102 months' sight	3/0
Bank Bill, at 108 months' sight	3/0
Bank Bill, at 114 months' sight	3/0
Bank Bill, at 120 months' sight	3/0
Bank Bill, at 126 months' sight	3/0
Bank Bill, at 132 months' sight	3/0
Bank Bill, at 138 months' sight	3/0
Bank Bill, at 144 months' sight	3/0
Bank Bill, at 150 months' sight	3/0
Bank Bill, at 156 months' sight	3/0
Bank Bill, at 162 months' sight	3/0
Bank Bill, at 168 months' sight	3/0
Bank Bill, at 174 months' sight	3/0
Bank Bill, at 180 months' sight	3/0
Bank Bill, at 186 months' sight	3/0
Bank Bill, at 192 months' sight	3/0
Bank Bill, at 198 months' sight	3/0
Bank Bill, at 204 months' sight	3/0
Bank Bill, at 210 months' sight	3/0
Bank Bill, at 216 months' sight	3/0
Bank Bill, at 222 months' sight	3/0
Bank Bill, at 228 months' sight	3/0
Bank Bill, at 234 months' sight	3/0
Bank Bill, at 240 months' sight	3/0
Bank Bill, at 246 months' sight	3/0
Bank Bill, at 252 months' sight	3/0
Bank Bill, at 258 months' sight	3/0
Bank Bill, at 264 months' sight	3/0
Bank Bill, at 270 months' sight	3/0
Bank Bill, at 276 months' sight	3/0
Bank Bill, at 282 months' sight	3/0
Bank Bill, at 288 months' sight	3/0
Bank Bill, at 294 months' sight	3/0
Bank Bill, at 300 months' sight	3/0

OPIUM MARKET—THIS DAY.

NEW MALVA, per picul	\$520/70
(Allowance, Tals 64)	
OLD MALVA, per picul	\$580
(Allowance, Tals 64)	
NEW PAFNA, (without choice) per chest	\$465
NEW PAFNA, (first choice) per chest	\$467
NEW PAFNA, (bottom) per chest	\$464
NEW PAFNA, (second choice) per chest	\$462
NEW PAFNA, (third choice) per chest	\$460
NEW PAFNA, (bottom) per chest	\$458
NEW PAFNA, (second quality) per picul	\$560
NEW PAFNA, (best quality) per picul	\$565
NEW PAFNA, (second quality) per picul	\$565
NEW PAFNA, (best quality) per picul	\$570

CHINA COAST METEOROLOGICAL REGISTER.

21st June, 1888.—At 4 p.m.

STATION	Barometer	Thermometer	Wind	Weather
Wanchow	30.56	85	W	Cloudy
Shanghai	30.56	85	W	Cloudy
Nagasaki	30.56	85	W	Cloudy
Amoy	30.56	85	W	Cloudy
Hongkong	30.56	85	W	Cloudy
Batavia	30.56	85	W	Cloudy
Manila	30.56	85	W	Cloudy

21st June, 1888.—At 10 a.m.

STATION	Barometer	Thermometer	Wind	Weather
Wanchow	30.56	85	W	Cloudy
Shanghai	30.56	85	W	Cloudy
Nagasaki	30.56	85	W	Cloudy
Amoy	30.56	85	W	Cloudy
Hongkong	30.56	85	W	Cloudy
Batavia	30.56	85	W	Cloudy
Manila	30.56	85	W	Cloudy

The barometer has risen in Tongkin. Gradients are rather heavy for south-west winds. Fine, warm, and rather dry weather.

The British steamship *Angars* reports that she left Saigon on the 15th instant. Had fine weather.The Chinese steamship *Kwangle* reports that she left Shanghai on the 16th instant. Had strong monsoon and southerly swell.The British steamship *Balcarres* reports that she left Hongkong on the 17th instant. Had strong south-west wind from 15th to 18th. On the 19th and 20th had light wind and fine weather.For Yokohama and Kobe.—Per *Cassandra*, to-morrow, at 11.30 a.m.For Saigon.—Per *Propontis*, to-morrow, at 11.30 a.m.For Chefoo and Newchwang.—Per *Hever*, to-morrow, at 11.30 a.m.For Hongkong.—Per *Maria*, to-morrow, at 11.30 a.m.For Swatow, Colombo, Bombay, and London.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.For Swatow, Singapore, and Bangkok.—Per *Phaichom Kiao*, on Saturday, the 23rd instant, at 11.30 a.m.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Pekin*, with the next English mail, left Singapore on the 20th instant, at 5 a.m., and is due here on or about the 25th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail from San Francisco, on the 2nd instant, left Yokohama at 6 a.m., on the 21st, and is due here on or about the 26th.

THE INDIAN MAIL.

The steamer *Japan*, from Calcutta, left Singapore on the 19th instant, and is expected here on or about the 25th.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver on the 19th ultimo, and is due here on or about the 28th instant.

STEAMERS EXPECTED.

The *Ben* line steamer *Bengala*, left Singapore on the 15th instant, and is expected here on the 21st.

The German steamer *Elise*, from Hamburg, left Singapore on the 15th instant, and is expected here on the 21st.

The Navigazione Generale Italiana Co.'s steamer *Bernina*, left Singapore on the 15th instant, and is expected here on the 22nd.

The Ocean Steamship Co.'s steamer *Orestes*, from Liverpool, left Singapore on the 18th instant, and is expected here on the 24th.

The *Glen* line steamer *Glenfruin*, from London, left Singapore on the 20th instant, and is expected here on the 26th.

Shipping.

ARRIVALS.

BALCARRES BROOK, British steamer, 2,000, W. Burgess, 20th June—Hamburg and Singapore 15th June, General—Russell & Co.

ANGERS, British steamer, 2,077, J. Pinkham, 20th June—Saigon 15th June, Rice and Paddy—Adamson, Bell & Co.

CHITTOR, British steamer, 2,17, S. Gortley, 20th June—Freemantle 18th May, Sandalwood—Jardine, Matheson & Co.

WANGLER, Chinese steamer, 1,508, Knights, 21st June—Shanghai 16th June, General—C. M. S. N. Co.

HEVER, German steamer, 340, Dethlefsen, 21st June—Whampoa 21st June, General—Siemens & Co.

LEESANG, British steamer, 1,092, Sawyer, 21st June—Whampoa 21st June, General—Jardine, Matheson & Co.

NOVOYA, British steamer, 591, James Foster, 21st June—Whampoa 20th June, General—Wiel & Co.

PHRA CHULIA, British steamer, 1,012, Fowler, 15th June—Bangkok 9th June, General—Yuen Fat Hong.

PROFONDIS, British steamer, 1,387, Heasley, 17th June—Java—Sugar—Adamson, Bell & Co.

TEHERAN, British steamer, 1,670, C. D. Sams, 20th June—Bombay 2nd June, and Singapore 14th June, General—P. & O. S. N. Co.

TETARTOS, German steamer, 1,478, T. Petersen, 16th June—Saigon 11th June, General—Siemens & Co.

WEANAI, British steamer, 1,118, R. Brecknell, 15th June—Hamburg 29th March, General—Russell & Co.

ANNA, German schooner, 347, H. Meindric, 14th June—Menada 10th May, Wood—Siemens & Co.

CUTHONA, British 3-m. schooner, 301, James Giff, 19th June—Sharks Bay 12th May—Sandalwood—Jardine, Matheson & Co.

ELECTRA, American bark, 985, F. L. Jones, 20th June—Manila 8th June, General—Russell & Co.

ELTA NICOLAS, German bark, 574, J. W. Meisler, 14th June—Pescadore 7th June, General—Siemens & Co.

HEMOKENTON, Chinese bark, 157, Opium Examination hulk, Stonecutters' Island—Chinese Customs.

GEORGE S. HORMER, American bark, 1,257, W. C. Watland, 16th June—New York 22nd Feb., Petroleum—Captain.

HEINRICH, German ship, 933, F. H. Bannau, 20th May—Middlesborough 17th Dec., Iron and Cokes—Arnhold, Karberg & Co.

KALSON, British steamer, 795, William Davies, 7th June—Middlesborough 30th January, General—Order.

OMEGA, British bark, 480, Brown, 11th June—Newchwang 25th May, Beans—Chinese.

RUBY, British ship, 1,302, E. C. Robbins, 11th June—Cardiff 5th December, Coals—Messageries Maritimes.

TARAPACA, British bark, 154, H. Kennett, 11th June—Sandalwood 14th May, Timber—Gibb, Livingston & Co.

TRUANT, German bark, 438, Rüper, 1st April—Singapore 20th January, Hardwood and Timber—Chinese.

VELOCITY, British bark, 491, R. Martin, 3rd May—Hobolulu 21st March, General—Patau & Co.

YOUNG SIAM, Chinese bark, 789, G. Kock, 16th June—Put back, General—Chinese.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonald, Nagasaki.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,330 h.p., 18 guns, Captain J. B. Warren, Flag of Commander-in-Chief, Nagasaki.

Cockchafer, gunboat, 2nd-class, 400 tons, 470 h.p., 4 guns, Lieut. Commander H. H. Boller, Shanghai.

Constance, cruiser, 2nd-class, 2,380 tons, 2,500 h.p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 2nd-class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Chefoo.

Esak, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Esperio, gunboat, 2nd-class, 465 tons, 470 h.p., 4 guns, Lieut. Comdr. R. Y. Smith, Hongkong.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, Yokohama.

Imperieuse, twin-screw cruiser, 8,400 tons, 16,000 horse-power, 10 guns, Captain Wm. H. May, Hongkong.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Yokohama.

Linnet, gun-vessel, 2nd-class, 750 tons, 1,050 h.p., 5 guns, Commander W. H. Marrack, Chefoo.

Merrill, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut. Comdr. W. H. Maturin, Hongkong.

Mudra, sloop, 1,130 tons, 1,130 h.p., 10 guns, Commander J. H. Martin, Yokohama.

Porpoise, gunboat, 1st-class, 1,750, Captain R. W. White, Shanghai.

Rambler, surveying-vessel, 830 tons, 650 h.p., 3 guns, Commander W. A. Moore, Shanghai.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 6 guns, Lieut. Comdr. W. H. M. Maturin, Chefoo.

Sappho, sloop, 1,130 tons, 1,130 h.p., 10 guns, Commander J. H. Martin, Yokohama.

Swift, gun-vessel, 2nd-class, 750 tons, 1,050 h.p., 5 guns, Commander A. C. B. Bromley, Yokohama, recommissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 305 tons, 340 h.p., 3 guns, Boatwain J. M. Shea, Hongkong, in reserve.

Victor, Ensign, receiving ship, 515 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

SHIPPING IN HONGKONG.

STEAMERS.

ABERDEEN, British steamer, 2,470, Chas. Taylor, 11th June—Shanghai 8th June, Ballast—Adamson, Bell & Co.

ALBANY, British steamer, 1,489, E. Porter, 10th June—Kutchinotzu 14th June, Coals—Adamson, Bell & Co.

ANTON, German steamer, 396, A. Aerboe, 20th June—Pakhoi 15th June, and Hoihow 19th, General—Wiel & Co.

BELOIE, British steamer, 4,211, W. H. Walker, 15th June—San Francisco, 12th May, and Yokohama 31st, Mails and General—O. & O. S. S. Co.

CASSANDRA, German steamer, 1,096, H. C. Thomsen, 19th June—Singapore 13th June, General—Siemens & Co.

CICERO, British steamer, 1,013, A. George, 19th June—Saigon 15th June, Rice and Paddy—Adamson, Bell & Co.

FREYR, Danish steamer, 377, C. Lund, 16th June—Haiphong 14th June, General—Arnhold, Karberg & Co.

HALOONO, British steamer, 783, J. Roach, 10th June—Leith 21st April, Plymouth 25th, Mails 3rd May, Port Said 8th, Singapore 10th, Penang 2nd June, and Singapore 5th, General—D. Laprak & Co.

HAIPHONG, British steamer, 1,123, Harris, 19th June—Fochow 15th June, Amoy 17th, and Swatow 18th, General—D. Laprak & Co.

MARCIA, British steamer, 1,060, Geo. Pennick, 18th June—Koh-si-chang 11th June, Rice—Yuen Fat Hong.

MARIE, German steamer, T. Hohmann, 19th June—Haiphong 17th June, General—A. R. Marty.

PAKSIAM, British steamer, 835, J. Young, 18th June—Bangkok 11th June, General—Hop Hing.

PHRA CHOM KLAO, British steamer, 1,012, Fowler, 15th June—Bangkok 9th June, General—Yuen Fat Hong.

PROFONDIS, British steamer, 1,387, Heasley, 17th June—Java—Sugar—Adamson, Bell & Co.

TEHERAN, British steamer, 1,670, C. D. Sams, 20th June—Bombay 2nd June, and Singapore 14th June, General—P. & O. S. N. Co.

TETARTOS, German steamer, 1,478, T. Petersen, 16th June—Saigon 11th June, General—Siemens & Co.

WEANAI, British steamer, 1,118, R. Brecknell, 15th June—Hamburg 29th March, General—Russell & Co.

SAILING VESSELS.

ANNA, German schooner, 347, H. Meindric, 14th June—Menada 10th May, Wood—Siemens & Co.

CUTHONA, British 3-m. schooner, 301, James Giff, 19th June—Sharks Bay 12th May—Sandalwood—Jardine, Matheson & Co.

ELECTRA, American bark, 985, F. L. Jones, 20th June—Manila 8th June, General—Russell & Co.

ELTA NICOLAS, German bark, 574, J. W. Meisler, 14th June—Pescadore 7th June, General—Siemens & Co.

HEMOKENTON, Chinese bark, 157, Opium Examination hulk, Stonecutters' Island—Chinese Customs.

GEORGE S. HORMER, American bark, 1,257, W. C. Watland, 16th June—New York 22nd Feb., Petroleum—Captain.

HEINRICH, German ship, 933, F. H. Bannau, 20th May—Middlesborough 17th Dec., Iron and Cokes—Arnhold, Karberg & Co.

Justice here, and published in our columns yesterday. It is a long and very dry judgment, carefully avoiding everything but the legal points involved, and to show how the maxim that we have quoted applies, it is necessary to give a short sketch of the relevant facts. Mr. B. D. Benjamin, who had a little while before been a financial power in Shanghai, had become involved before 1885. He had speculated largely in opium, but his speculations had not resulted as he had reason to expect they would, and circumstances seemed to him to point to foul play on the part of the proprietors of the bank on which his opium was stored. The Capt. of this bank gave Mr. Benjamin, for a large consideration, information which confirmed his suspicions, and Mr. Benjamin and Mr. Wainwright, his legal adviser, the defendant in the present case, connected together, and it was decided that Mr. Wainwright should go down to Hongkong with the Capt. of the bank, and get what reparation he could from the head partner in the firm that owed the bank and had perpetrated the frauds by which Mr. Benjamin had suffered. Before Mr. Wainwright left Mr. Benjamin, who was financially pros- in his promises of remuneration, verbally agreed to pay him for his services a fee of £25,000 out of whatever money was recovered—there being little question that the firm would pay Benjamin's claim on them, to keep the scandal from the public. Mr. Wainwright succeeded in recovering in one form and another—we need not go into the unsavoury details—a sum equivalent to £15,000, of which £15,000 was paid to him in bank notes after he returned to Shanghai. On the day he received the notes he reduced Mr. Benjamin's previous agreement as to his remuneration to writing; and the validity of the agreement of 19th October, 1885, which Mr. Benjamin's agent was the question in this case. In February 1886, Mr. Benjamin obtained a separation from his wife and an order for alimony at the rate of £15,000 a month—and he owed her a sum of £2,333.40 on account of this alimony when he died in January last. At the end of December last, when Mr. Benjamin was already seized with the illness that proved fatal, Mrs. Benjamin returned to him, and on the 27th of December, within a fortnight of his death, Mr. Benjamin was got to put his initials to a letter to Mr. Wainwright, written by his brother-in-law, Mr. Silas, and witnessed by Mr. B. D. Benjamin, in which an attempt was made to show that Mr. Wainwright owed Mr. Benjamin £25,000 less his charges. Strangely enough, while Mr. Mowat quotes this letter in his judgment, and a very important letter to the defendant it is, as it stands, he omits any reference whatever to the evidence of Dr. Little, Mr. Benjamin's medical adviser, that the letter was quite incapable of transacting any business intelligently for some three weeks, at least, before his death, and therefore a week before this letter was signed. The letter itself shows that Mr. Benjamin did not provide the particulars in which he contained. He was not a man of memory and accuracy in figures, and he would never have passed the mistakes in this letter if it is evident that the writer of the letter knew that Mr. Wainwright had been paid £15,000; but he did not know—though Mr. Benjamin did—that what had become of the remainder of the cash payment of £15,000, and had to construct an account out of the air. Mr. Wainwright admitted, however, the receipt of £15,000, and justified himself by the agreement of 19th October, 1885. Mr. Wainwright, on behalf of Mr. Benjamin, impugned the agreement on the ground that it was not signed by both parties, but by Mr. Benjamin. There is a maxim which says that "law is the perfection of common sense," and no doubt it should be. It is common sense that as Lord Chief Justice remarked, an agreement should be signed by the person who is to be bound by it, as this was; but Mr. Mowat prefers the judgment of Mr. Justice Fry, who said in a similar case, "There must be a document which shall show all the terms of the bargain between the parties, and show by writing the accession of both parties to these terms." This is exactly what the agreement signed by Mr. Mowat does. It expresses the terms of the bargain, in the very handwriting of one of the parties, Mr. Wainwright, and is signed by the other, and it remains in Mr. Wainwright's custody. It is to be supposed for a moment that if Mr. Wainwright had subsequently brought in a bill for £15,000, Mr. Benjamin could not have pleaded the agreement successfully? Mowat's decision on this point seems to us to sacrifice common sense to technicality; for, it must be further remembered that, when the agreement was signed, the work was done, and the money received, and there was nothing more to bind Mr. Wainwright to do. As to the champerty argument, we take the Lord Chancellor's definition that champerty is "to divide the produce of a suit," and we should like to know if there ever was a suit in which the lawyers did not divide the produce? The objection to champerty is, that it tends to the increase of litigation and partakes of the nature of wagers as to the issues of suits; but these objections do not apply at all in the present case. We do not go through the legal points of the case, because it is decided against Mr. Wainwright, because our argument is that everyone who knows the facts, feels that a grave practical injustice has been done. For over two years Mr. Benjamin, though he was at times almost starving, and had actually to beg money from his friends, never made the slightest attempt to impugn the agreement he had signed, and never hinted that Mr. Wainwright owed him money. When he was at his deathbed, his wife and her relations, whom he had bitterly repudiated a few days before, got him to put his initials to a letter full of what would have been the first in his sane moments to know to be inaccuracies; and on the strength of this letter this action is brought against Mr. Wainwright, and on strictly technical grounds he loses his case; and we are sorry to see that in Mr. Mowat's judgment on a man who has been a faithful officer of the Court for sixteen years, there is not one word of regret that he, judge, should be obliged to find against him on technical grounds. The whole thing was, it must be allowed, "dirty business," but having taken it up, Mr. Wainwright did his best, at considerable loss to himself, for his client, and his client recognised over and over again the value of his services; and we can only return to the maxim which we began this article, and on appeal to a higher Court, and we cannot doubt that Mr. Wainwright will appeal, this judgment is confirmed.—N. C. Daily News.

THE CROPS IN THE YELLOW RIVER DISTRICTS.

Under the above heading, the Rev. J. Crossett writes from Hankow to our Shanghai morning contemporary on the 18th inst.:

The writer is now carrying out a long cherished plan of visiting the region devastated by the Yellow River so as to report on its condition in the hope that the philanthropic and wise may devise and carry out some special means of relief.

While in Shanghai last Autumn, the report of a break in the Yellow River struck your correspondent very deeply, and he was almost persuaded to start overland for the scene of the devastation from some port on the Yangtze River. He, however, decided to go to Chiao and thence overland to western Shantung. While

in the country about Chi-nan-fu, he saw the effects of the havoc made by the overflow of the Yellow River water into the towns and villages along the Great Road from Chi-nan-fu to Peking. There came just at that time a remarkable fall of the water, but its cause was not known until some time after in Peking when, through the Chinese authorities, the news of the awful deluge of water which the Province of Honan was experiencing through a break in the river forty miles west of K'ai-feng-fu reached us. Of course, a few of your readers have heard the outlines of the terrible catastrophe by which it is supposed that millions were drowned. To the observer on the spot, the prospect is weird and appalling. It is true that the terror, the screams and groans of the drowning men, women, children, cattle and domestic animals are not now to be heard, but a great yellow surging sea of water cutting through 200 miles of country makes one realize a little of what it must have been. Upon islands, you see villages or parts of villages not wholly destroyed. On the borders are the same, slightly and you can see towns partly destroyed in vast numbers.

The wheat sown in the mud last Autumn is amounting to nothing this Spring, and the seed of the poor people was thrown away in the attempt to secure a crop.

It is a matter of congratulation, however, that the poppy fields were destroyed and that the comparatively few fields of it sown this year are amounting to nothing. The poppy was a very profitable crop before, but it is hoped that this lesson of destruction will be heeded by many of its growers. The scarcity of grain also will make the temptation to manufacture whiskey much less. The millet and sorghum millet and beans sown this year, still it is uncertain. Although the water has retired from vast tracts of land it has left it hard and not easily made fertile. It will, however, recover in a year or two. This is a golden opportunity for those who would treat others as they would be treated themselves to bring relief to this terribly stricken region. No greater boon could be brought them than a pure religion dissolved by the flood will never be erected again.

The people can ill afford to spend money on erecting costly temples, purchasing incense, paper money, making sacrifices, pilgrimages and all the other expensive matters connected with idol worship.

It is an opportunity very rare which the wise should embrace to introduce a purer Faith among a people stunned by the calamity which has befallen themselves and their gods.

Good ploughs might be introduced in places with profit. The land is perfectly level and free from stones. All manner of agricultural implements could be introduced but probably to no great extent at present.

Good and improved seed could be taken to this stricken region. If you will set the ball a-rolling, the hearts of millions may be made glad by the mercy which in one way on another you may show.

NOTES FROM JAPANESE PAPERS.

During 1887 there were sentenced to death by the Judicial Court of Japan 112 persons, against 160 in 1886.

A farmer, 61 years old, at Shimoyomura Akita-ken, Kumamoto Prefecture, was attacked by cholera of a violent type on the 29th ultimo and died on the following day.

Of the total value (\$2,301,500) of raw silk waste silk, and tea sold to foreign firms at Yokohama during last month, \$840,640 represented raw silk, \$105,200 waste silk, and \$1,850,720 tea.

During last month, the number of bodies buried in the cremation grounds of Tokyo was 828 (450 males and 378 females), of which 387 were cremated at Nippori-mura, 90 at Hagi-Shinden, 50 at Yoyogi-mura, 88 at Kameidomura and 1 at Kirigayama.

It has been decided by the Government to issue yen 10, yen 5, and yen 1 convertible notes to the value of yen 5,000,000 in the course of the present year. Instructions have been given to the Osaka Mint to strike coins to that amount before the end of the year, to form a reserve for the notes.

A table recently compiled in the Japan Home Office shows that there are 36 cities and towns in Japan containing over 25,000 inhabitants. There are only four cities in the Empire having more than 100,000 inhabitants, and they are the following:

Tokyo	1,121,883
Osaka	561,604
Kyoto	215,675
Nagoya	131,492

Yokohama is credited with 89,545 inhabitants; Kobe with 80,445; Hakodate with 45,477; and Nagasaki with 38,223 inhabitants.

It is stated that the *Takachiho Kan, Nanjua Kan, Fuso Kan, Tokuhi Kan, Kaiman Kan, and Tsuru Kan*, the first-named vessel being the flagship, under the command of Rear-Admiral Ito, will leave about the end of this month on a visit to Nagasaki, Naha, Amoy, Hongkong, Foochow, Shanghai, Kiu-kiang, Hankow, Chefoo, Taku, Newchwang, Langshan, Jinsen, Fusan, Gensan, and Vladivostok, and return in about five months. It is however not settled whether the return voyage will be made via Hokkaido from Vladivostok or by way of Iki and Tsushima. The naval authorities intended some time ago to carry out some cruise but were prevented by various circumstances, so that this will be the first visit of a Japanese squadron to foreign ports.

CHI-NAN FU.

(FROM OUR OWN CORRESPONDENT.)

In the settlement of the difficulties of the American missionaries with the Chinese authorities, several obstacles stand in the way, which as yet fail to be removed. One is that of glaring injustice. To illustrate this we cite one fact bearing specially on the natives. As mentioned before, the land of the property concerned was impounded, notwithstanding the previous promise of the local authorities that neither he nor the foreigner should suffer, and in spite of the order of the Taotai to the Magistrate in the presence of the foreigner, "Do not annoy him." On application of the missionary to the Magistrate and Taotai upwards of six times on behalf of the impounded parties no satisfaction was gained. When the case was taken up by the United States Minister, a request for release was made, and apparently proved successful. Investigation was then made by the Chinese persons, whose names had been given to the Taotai as instigators of the assault on the foreigner, came forward, and prepared a deed for the landlady, disposing of the property already sold to the mission, to the Chinese Institution supported by the gentry and officials. The landlady, being threatened with arraignment, yielded, and the new deed was shown to the Magistrate and received his mark of approval.

The landlady was then released, and again he has been ill-treated by the same six persons who had attacked the foreigner.

Another point is that of the combination of the Governor with the head of the gentry. Before the case was ever referred to Peking, it was reported that the Governor gave the gentry to understand, that if they remained firm, he would support them. During the management of the case in Peking, the Governor has consulted freely with the head of the gentry, but has not seemed to grant a similar favour to the opposite side. Hearing on this it might be well to state, that several years ago when the present head of the gentry was a Governor of Honan, the present Governor of Shantung was then a small official in Honan, and was recommended by the Governor of that Province for promotion. Thus the favours now given are somewhat of a compensation. Surely to overcome such a power needs more strength than the missionaries, relying on justice, possess.

A third point is the low attitude of the Governor towards the missionaries. When the missionary who had been sent to Peking returned, it was supposed he would be able to accomplish something. Not only he represented a mission, but he came back by the request of the Minister, and it was supposed that orders to the Governor would prepare the way for respectful consultation. When the Governor came back a few days ago, said missionary sent his card to the Governor, but the Governor despite any action of powers in Peking, refused any interview, saying he had appointed the Taotai as his official. Cases have been sent to the Taotai, but nothing has happened beyond seeing the card. It is plain that if anything is now done, the Governor himself must now act; and if he refuses to consult and help, nothing can be done here. The affair, being great enough to go to Peking, is surely great enough for the Governor. His non-action shows he is still helping the opposition of the gentry.

A fourth point is the weak condition of the missionaries. Having taken the case to the superior authorities of Peking, officials here purpose to act in a cool way, and do nothing, unless actually compelled. Some days ago we understood that an order had come down for the Governor to hurry up and settle the matters, and if the property concerned did not harm the *fung-shui*, to have it ready at once, and if it did, to make an exchange. But to all this the officials seem indifferent. As to making any compensation for the injuries and insults received, they make light of them, thus joining the rioters themselves. Though over five months ago the Minister requested that the guilty party be punished, they have not been even arrested or examined, but go marching around, glorying over their successful assault.

Some one reading all this, may remark "Why not give it all up?" Merely because it is a dangerous plan to relinquish the right, and let the guilty go free. Glaring injustice, failure to protect, ignoring Treaty, law, and superior orders, must not be, if possibly there is a remedy. If a missionary were a citizen of no country and had no passport, if Treaties did not tolerate Christianity and its propagation, then might he fold his hands and be slapped on both cheeks, with never an effort to find a whip of many cords. Thus far there has been no force but that of diplomacy, law, and conference, and this truly is right and safe. Affairs look gloomy for the future unless the missionaries do better, adhered to and respected.—N. C. Daily News.

BRITISH NEW GUINEA.

The Dutch have done less with their possessions in New Guinea than even in Borneo or in Sumatra. They hold 150,000 square miles of the western end of the island—about one half of the whole—and have held it since 1825 under a shadowy kind of authority from the Sultan of Tidore; but the whole of their trade does not probably amount to £20,000 per annum. German claims 68,795 square miles of the north-east end of New Guinea, and Great Britain became possessed, three years ago, of 86,360 square miles of territory she did not badly want but which was almost forced on her by the action of the Australian colonies, which did not like the idea of having any objectionable neighbours on the borders of the great Southern Continent. Perhaps the Australian politicians were right in their exclusive notions; there is no telling. In his historical and geographical notes on British New Guinea, Mr. Bevan, whose interesting book we long ago received but regret never to have had time to review, says that as we could have wished, says the Papuan race is so called from a word denoting the inseparable characteristics of frizzy hair—but whether this so-called hair is wool peculiar to the African races or of that substantial texture which the Jimema of our school days used to be so proud of, Mr. Bevan does not say in detail. The name of New Guinea was conferred on the island by the Spanish navigators in 1546 from a fancied resemblance of its natives to those of their colony of Guiana in Africa. Mr. Bevan says that probably no equal to the Papuan race is to be found so much tribal dissimilarity as in New Guinea—of colour, stature, features, habits, customs, beliefs, buildings and languages, one or all vary every few miles along the coast. It is surmised that the true Papuan is only to be found in a pure state in the interior, his chief points being blackness, shortness of stature, sloping forehead, depressed nose, and harsh form of speech; also that the coast tribes are a cross between the original coast and intrusive Malays, Australians and Europeans. The latter are of various kinds, consisting of a T bandage of string or bark; while the women wear a grass girdle—often dyed red, yellow, or blue—extending from the waist to the knee. The practice of tattooing is common; and commences with girls about the time of their betrothal. The women, in addition to their scanty loin covering, wear necklets of teeth and shells, and bracelets of pearl shell. Males and females alike smear their faces with cocoa-nut oil and red and yellow ochres; and for mourning purposes a preparation of earthy-black manganese. Chief amongst the characteristics of this new people, whom Great Britain by her apparent destiny has been called on to govern, are their energy, intelligence, marked features and great love of laughter. These latter traits are, however, sobered down by a constant watchfulness against impending attack, and a knowledge that they must either find prey or be preyed upon. To guard against this latter contingency they build their pile houses in the water, while in the bush every village has its rock fortifications or tree dwellings on sentry. The natives are in the light from the ground. They are a smooth-skinned, skilful seamen and accomplished swimmers. In addition to their small dug-out for ordinary purposes, they fashion out of giant tree-stems big, sea-going canoes, propelled both by paddle and mat-sail, while both fish and wallaby are hunted in slung snares, carefully woven from tough fibres. No inconsiderable portion of the day is spent by the men in semi-indolence—reclining on their verandahs, or whittling away at some ornament or weapon, of which they possess a great variety, or in adorning a smooth surface with carvings and sketches of animal and human life, thus showing a much superior sense of form to the Australian natives. Thanks to the introduction of the steel tomahawk and to the exuberant fertility of the soil, there is abundance of food all the year round, and few indeed are the districts where want is ever known. Before the introduction of metal the life of this people was a specially

hard one, their chief difficulties being the clearing away of scrub, the cutting of timber for house-building purposes, and the hollowing out of tree-trunks for canoes. To aid them in effecting these troublesome operations the only agents they possessed were fire and stone; the latter in the shape of green-stone chips, ground to a smooth and polished surface by weeks of patient friction against harder stones. By means of this rude axe, either with or without a wooden handle, a puncture would be made in the tree trunk, to which incision it was customary to apply a fire stick, followed by another application of the charred timber on another application of the stone. Firestick and stone would continue to be used, turn and turn about, until the same result was effected as is now obtained at a fractional part of time and labour by means of the steel tomahawk. The introduction of this implement has indeed been a blessing to the natives, who formerly were now, in consequence, numerous, canoes plentiful and cheap, and their social condition greatly ameliorated. By a curious irony of fate, this is the weapon which the Papuan seems to kill his white benefactor. Their daily inter-tribal murders are caused in a great measure by superstition. Their ideas about a future state are vague and shadowy; some express an opinion that after death there is no resurrection, that the body crumbles into dust, and that is the end of it. Others again believe that a long journey is taken, sometimes by land and sometimes by water, to fertile mountains or islands, where they live again in peace and plenty. As with the Chinese, it is a common custom for food to be placed near the graves of the newly dead, the usual religious ceremonies being feasting and occasional cannibalism. Although, continues Mr. Bevan, the Papuan is in intelligence equal to the Malay, he will be found far harder to govern. To introduce European government into the country will be a difficult task, owing no less to the disintegration of its peoples than to its ever-differing dialects and absence of recognised laws. Owing to the above and other causes, the Dutch have hitherto failed to introduce any form of government into their portion of New Guinea, being unable, as in Java, to make every native contribute to the revenue. But the Javanese, who are not a bit superior to the Papuans, have been for ages more or less in contact with semi-civilized races; and their rajahs have despotic powers. What the Dutch have done in Java the British can never do in New Guinea, unless, instead of obstacles being put in their way, every encouragement be given to white settlers. By such means will the social wants of the natives be augmented, inter-tribal barriers broken down, and the way paved for a civilization full and free.

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

It is hereby notified that the date for the reception of TENDERS for the OPIUM FARMS is postponed until THURSDAY, the 28th instant, at 3 P.M.

Revised Conditions will appear in the *Gazette* of SATURDAY, the 23rd instant.

The date for Deposit is also extended till the 27th instant, at NOON.

By Command, **FREDERICK STEWART,** Colonial Secretary's Office, Hongkong, 20th June, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th July, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First class Fare granted as follows:—To San Francisco, and return, \$200.00 To San Francisco, and return, 350.00 To Liverpool, 125.00 To London, 330.00 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco the China or Japan (or other) within one year will be allowed a discount of 50 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 21st June 1888.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship "BALCARRES BROOK,"

Captain Burgess, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under- signed for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamship is berthed at KOWLOON, and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be affected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before Noon, TO-DAY, the 21st inst.

All claims against the Steamer must be presented to the Undersigned on or before the 28th instant or they will not be recognized.

RUSSELL & Co., Agents, Hongkong, 21st June, 1888.

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

THIS EVENING,

the 21st June, 1888.

THIRD PERFORMANCE

AND

CHANGE OF PROGRAMME.

WASH NORTON'S FAMOUS

WORLD OF WONDERS.

"THE VERDICT"

of press and public.

"THE BEST COMPANY WE HAVE SEEN."

THE KING LAUGH MAKERS,

THE HARVEY BROTHERS,

IN A NEW SPECIALITY.

ACHMED ALI BEY,

HINDOO BASKET TRICK.

THE MIRACULOUS LOCKED, CORDED,

and

STRAPPED BOX MYSTERY,

as performed by

Messrs. MASKELYN & COOK, London.

AT 8 P.M. TO THE MOON!

MIRTH,

MUSIC,

MAGIC.

PRICES OF ADMISSION:—

Dress Circle and Stalls \$2.00

Pit 1.00

Seats can be reserved at Messrs. KELLY & WALSH'S, LIMITED, under Hongkong Hotel.

Doors open at 8.30 P.M.; Performance commences at 9 O'CLOCK.

SPECIAL NOTICE!

To meet the wishes of many residents here, the Managers beg to announce that there will be an AFTERNOON PERFORMANCE,

SATURDAY,

the 23rd June.

For the accommodation of Ladies & Children, with a specially selected Programme.

PRICES OF ADMISSION FOR AFTERNOON PERFORMANCE:—

Children and Servants \$0.50

Adults 1.00

Soldiers and Sailors in Uniform 0.50

Doors open at 3.30—Performance commences at 4 O'CLOCK.

Carriages may be ordered at 6 O'CLOCK.

CHAS. DERMER, General Agent.

Hongkong, 21st June, 1888.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamer

"PHRA GHOM KLAO,"

Captain J. Fowler, will be despatched for the above Ports, on SATURDAY, the 23rd inst., at NOON.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, 21st June, 1888.

Intimations.

WANTED TO PURCHASE.

10,000 WHITNEY KENNEDY'S

improved WINCHESTER MUSKETS, 17

Shot, Model 1873.

Also,

10 MILLION CARTRIDGES FOR SAME.

These Muskets must possess the following advantages over the old pattern Winchester Muskets:—More simple in mechanism, accurate, cannot get out of order, all the openings must close automatically so as to prevent sand or dust entering the breech, and must be altogether stronger and safer.

In outward appearance and handling they do not differ. They must fire the same Cartridge of Cal. 44.

TERMS OF CONTRACT.

The whole must arrive in Hongkong on or before the 31st January, 1889.

25 per cent of an amount of Contract can be paid into one of the local Banks (as bargain money) on signing of contract, and the balance after arrival of Muskets, and Cartridges in Hongkong, and found equal to samples, which must be forwarded to the advertiser with the Tender.

All samples not approved of will be returned to senders.

Tenders, in writing, to be sent to this Under- signed, on or before the 25th instant.

CHINESE-DEPUTY, Care of the Office of this paper.

Hongkong, 19th June, 1888.

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

Hongkong, 19th January, 1888.

AND R. TENNENTS ALÉ AND PORTER.

DAVID COXSAK & SONS,

MERCHANT NAVY,

NAVY BOTTLERS,

LONDON, &c., &c.,

BOWLING.

HONGKONG, KANTON, &c., &c.,

Hongkong, 19th June, 1888.

SOLE AGENTS FOR THE MIKE COAL MINE.

DUNKER COALS can be supplied to the Steamer lying in the harbour or consigned to the Undersigned, at the Kowloon Wharf or opposite the Undersigned.

V. FUKUHARA, Acting Manager.

Hongkong, 19th January, 1888.

HONGKONG, 19th January, 18

